

## A COMMON CAUSE OF SICKNESS

## IN WARM WEATHER NOTHING SO DANGEROUS AS DECAYED FOODS.

Every one knows or ought to know that decayed foods are poisonous. Boards of health seek to prevent their sale.

We now have in mind the results which follow the decay and decomposition of foods after they have been eaten, for unless digestion occurs within a reasonable time after our meals, decomposition sets in.

If dyspepsia will stop and consider for a moment some of the symptoms of their trouble, such as disagreeable breath, eructations of gas or bad taste in the mouth, they will understand that they all must come from decaying foods that ought properly to have been absorbed into the system.

Spots before the eyes; dizziness, sleeplessness, dyspeptic headaches are but a few of the effects following the absorption into the blood of the products from the decomposing and undigested food that lies in the stomach.

It is a recognition of this important fact that caused the Mount Lebanon Shakers to devote so much of their time to the preparation of food that is pure and nothing is more efficient than the Digestive Cordial which they have recently placed on the market.

The importance of their invention will be appreciated when we realize that a prostration of the human system is the result of some form of stomach trouble. Thousands of pale, thin people have little inclination to eat and what they do eat causes them pain and distress.

It is action is so prompt that relief frequently follows the first dose. It restores the appetite and increases the weight. Plumpness and strength take the place of weakness and that care-worn expression which points out the dyspepsia in every community. The rules which govern the giving away interesting descriptive pamphlets.

## THE RATE AGREEMENT

## CHICAGO LINES PROMISE TO MEET THE PRESIDENTS' ORDER.

## But All Cannot Restore the Freight Tariff at Once—Several Contracts Made at the Recent Cuts.

There is friction over the recent agreement entered into by the presidents of the trunk lines, and which was confirmed by the higher officials of the Central Traffic Association lines. A freight official said yesterday that it seemed to him that there was but one way to make the freight officials of some lines maintain fair paying rates, and that was to discharge them; they appeared, he added, to study to devise some scheme to escape agreement and get business in an underhand manner, on some trivial excuse. The understanding was that all lines would restore rates to tariff July 8.

It now develops that two of the Chicago lines and one of the St. Louis lines have since July 8 been taking care of all shipments contracted prior to that date, giving an excuse that it was understood that all roads had ten days after that date, to take care of all freight contracted, or, in other words, to consider such business in transit. It is now too late to take any action in the matter, but in the future what an agreement means may be understood. Commissioner Blanchard called together a special committee to take this matter up, and hereafter the following rules will govern the committee, with the sanction of Commissioner Blanchard, recommends:

First—Tonnage bills on points on connecting lines direct to points in or east of Central Traffic Association territory at rates or proportions thereof subject to a reduction in rates shall be billed east of the junctions of Eastern and Western roads at the rates of proportionately in effect prior to such reduction. Under this rule it will not be permissible:

To apply the reduced rates on through consignments of grain originating on connecting lines prior to a reduction, which is shipped off while in transit for the purpose of cleaning, clipping, etc., and is forwarded from elevators after a reduction in rates.

Second—Tonnage bills at local rates to junctions of Eastern and Western lines and at points on or east of the junctions of Eastern and Western roads on or after the date of a reduction may take the reduced rates from said junctions.

Third—Mill products billed free under existing rules of Western lines and at junctions with Eastern roads, and at tariff rates east of such junctions which prevail when such mill products are forwarded from the mills.

Freight officials at this point have received copies of the suggested action that they may permit the proposed government rules and be prepared to vote on them at the next meeting. Shippers, as well as freight officials, are in communication in the matter, as often one shipper is placed at an advantage over another through the devices practiced to get through agreements where rates are to be advanced.

Yesterday the presidents' agreement to absolutely up to the rate of freight to the Atlantic seaboard went into effect. All the roads declared that they were complying with the agreement, and that if any lapse from virtue had occurred it must have been in the office of some freight official, and that the agreement before Aug. 1, but the majority of them declare that they will keep it as long as the rule, which means everything or nothing.

**No More Commissions.** Ticket agents and scalpers have received another severe blow. The Southern roads announced yesterday when the meeting to consider the chances of demoralization resulting from the sale of Christian Endeavor tickets reopened. Reports were read from all the lines, and the result was such that it was generally agreed that there would be no chance for the scalping of the regular rates. Chairman Caldwell was given authority to take the market in Chicago, or any other point in the association territory, and if he finds any danger of demoralization from the tickets of any one road or any number of roads he is to call the attention of such road or roads to the matter.

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ter, and they will be made to protect competitors in such a manner that there would be no necessity for the reduction of rates anywhere to meet the Christian Endeavor tickets.

## New Combination of Railways.

A meeting was held in New York yesterday of the representatives of both the reorganization committees of the Valley Railroad Company, of Ohio, at which a compromise was agreed on. The details of the new plan are now being arranged and will be officially announced in a few days. It is believed that this agreement will settle the long-standing controversy between the Valley Railroad and the Lake Erie and Western, and possibly some others will be brought into the combination.

## Mr. Peck Has Not Resigned.

E. A. Peck writes that the report sent out from St. Louis that he had tendered his resignation as general superintendent of the St. Louis and North Western, and was succeeded by W. F. Wagon, late with the Kansas City, Fort Scott & Memphis, is not true. He not only tendered his resignation, but, on the contrary, the relations between the higher officials of the road and himself are of the pleasantest character.

## Picked Horse Meats.

The Transcontinental Association has received word from Portland, Ore., asking that the rates on canned and pickled horse meats in carload lots be established between Portland and all cities of the Pacific coast. The association is now closely on the application for new rates on live horses from Arizona common points placed on the coast.

## Personal, Local and General Notes.

W. H. Green, a Panhandle engineer, is quite ill.

The earnings of the New York Central for July were \$1,292,000, an increase over June, 1894, of \$1,129,000.

R. B. F. Peirce, receiver of the Toledo, St. Louis & Kansas City, will return from the Pacific coast Monday.

Grant Smith has been appointed yardmaster of the Washburn at Peru, Ind., being transferred from Tipton, Mo.

John Lazarus, traffic manager of the Indianapolis, Decatur & Western, who has been in Europe for a few weeks, will sail for home tomorrow.

H. P. Dyer, who has been city ticket agent of the Union Pacific at Omaha since it was opened for business, has resigned. He has been in railroad service thirty-five years.

The Baltimore & Ohio Southwestern passenger earnings are showing a very healthy increase lately, indicating not only a returning prosperity, but a well-managed property.

The low rate of 3/4 per cent., at which the bonds of the Pennsylvania Railroad Company were placed, proves to have been the lowest rate ever obtained by an American road.

Frank M. Shugert died at Buchtel, O., on Wednesday. He had been in the service of the Columbus & Hooking alley for several years as agent and in other responsible positions.

C. E. Waller, late master mechanic of the Toledo, St. Louis & Kansas City, has been appointed master mechanic of the Mississippi division of the Baltimore & Ohio Southwestern.

The officials of the Pennsylvania lines are gratified over the excellent prospects for a good crop on the Pennsylvania line at Vincennes and on the recently acquired Toledo, Peoria & Western.

O. will be opened for business. It is ten miles long and will be used only for freight service. The line is on the route from Trero Junction to West Columbus.

The Vanderbilt people say that it will be impossible to supply enough Wagner cars for the summer season. The Vanderbilt people say that it will be impossible to supply enough Wagner cars for the summer season.

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Newell Martin, secretary of the Indianapolis Decatur & Western, who has been in the service of the Indianapolis and the Illinois divisions, returned to New York yesterday.

Pennsylvania is very heavy. All the Panhandle through trains, when leaving Columbus, O., haul from ten to seven Pullman cars, and a number of coaches and baggage cars.

H. G. Booz, last Monday, completed his fourth year in the service of the Pennsylvania. For years he looked after conductors' reports, and is well acquainted with the rates of proportionately in effect prior to such reduction.

The monster passenger engine just built at the shops at Altoona is in service on the Erie road. It is a 4-6-2, and is the largest engine ever built in the United States.

The Baldwin locomotive works, last week, delivered to the Philadelphia & Reading a new engine, with but one pair of driving wheels, these being seven feet in diameter. It is expected this engine will haul two tons of coal at a speed of ninety miles an hour.

The three-hour-and-fifteen-minute midday trains over the Cincinnati, Hamilton & Dayton, numbered 40 and 41, are becoming popular, and it is stated, are on a paying basis. They were put on as an experiment, and the results have been quite satisfactory.

There is now a great rivalry between the lines carrying Southern traffic to Northern markets as in the case of several roads. Fruit is shipped from Macon, Ga., on Tuesday, to Chicago, and the distance, 863 miles, is covered in thirty-four hours and fifty-five minutes.

The Baltimore & Ohio Southwestern people are expecting a very heavy passenger business from both the East and the West. Louisville at the time of the National Exposition in that city in September next, and the dedication of the National Mary Park at Chickamauga.

The employees of the Indianapolis, Decatur & Western, will receive their annual picnic at Montezuma. The employees and their families usually number 1,200 or more. Special trains will be run from each end of the road to accommodate them, and no freight trains will be run on Saturday.

The order to carry, free, members of the railway brotherhoods who present cards to date has been in force on the Vandavia for many years, and is now being extended, probably, as long as William R. McKee is president of the Terre Haute & Indianapolis Railroad Company, which leases the Vandavia lines.

It is reported that the Southern Railway Company has secured the right to carry the Seaboard Air-Line by purchasing the controlling interest of the Seaboard & Roanoke, and the Georgia, Carolina & Northern and several other lines in the Southeastern States.

One of the gratifying features with the Big Four is that its gross earnings are not only exceeding those of 1894, but of 1893. The gross earnings of the Big Four for the year ended June 30, 1894, were \$23,598, against \$17,899 in 1893 and \$23,516 in 1892. But very few roads are showing increased earnings over 1893 as does the Big Four.

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William N. Jackson, treasurer of the Union Railway Company, says that one of the most favorable features of the railroad industry is the fact that many of the roads have met their July interest, and he thinks no trouble will be experienced in meeting the January interest, so marked is the improvement in business with a majority of the railways.

General Manager Heald, of the Chicago & West Michigan Lines, announces that Mr. George De Haven has resigned the office of general passenger agent of the Chicago & West Michigan, and will be succeeded by Mr. D. C. Waller, who has been in the service of the Chicago Mail, and until further notice, the business of the passenger department will be in charge of Mr. L. M. Fuller, chief clerk.

The early morning train via the Baltimore & Ohio Southwestern from St. Louis is much more of a success than was anticipated at the time it was put on. Passengers are coming in from all points, and it is found very convenient to spend the evening in the city and get the sleepers at 10 or 11 p. m., arriving at Cincinnati tomorrow morning as quickly as by taking the earlier trains.

W. L. Laird, traveling freight agent of the Chicago Great Western, is in the city looking for business. He has just returned from a Western trip, and says the corn crop is very good. He is also looking for business in the West, and says the corn crop is very good.

T. J. Brooks, second vice president of the Chicago Great Western, who was before the tax assessing board on Tuesday, has returned to Pittsburgh, and in conversation with a reporter said that "the Indiana State Board of Tax Commissioners had raised the valuation of the property of the Chicago Great Western from \$1,000,000 to \$1,200,000. Its property is valued at a little over \$2,000,000 by this board, which is more than the valuation of the

entire preferred stock of the company. The stock is now selling at 5 cents on the dollar. Indiana collects between 5 and 6 per cent. of the entire gross earnings of the property." He declared that as far as possible the company would refer to make further improvements in this State.

J. F. Valley, general traveling agent of the Chicago, Burlington & Quincy, is in the city on official business. He says all reports from points on their system are that there will be immense crops, and the business of the "Q" this fall is a repetition of that of 1890, when the road handled its largest tonnage. He is also planning to buy the B. & O. stock, which is daily advancing.

The funeral of A. N. Towne, second vice president and general manager of the Eastern Pacific Railroad, took place at San Francisco yesterday, and was attended by thousands of railroad officials, employees and friends. The pall-bearers were the oldest engineers and conductors on the road. The directors of the Southern Pacific, who attended the funeral, met and adopted resolutions eulogistic to the dead railroad manager.

All the Western roads are increasing their forces. Nearly, if not quite, all the old force on the Chicago, Milwaukee & St. Paul have been re-employed, and the same is true on the other roads. The Chicago, Burlington & Quincy has largely increased its force, and the Omaha and the Missouri Pacific have increased the force in the shops and in the transportation department.

The authorities of Cairo, O., are giving the Cincinnati, Hamilton & Dayton people some trouble because they allow their trains to run through that place at a higher speed than four miles an hour. Two of the C. H. & D. engineers have been arrested and fined, and warrants are out for others. General Superintendent Waldo has given the authorities notice that if they do not stop the trains, he will run through the town without stopping.

Following close upon the sale Wednesday by the Lehigh Coal Company of over \$500,000 bonds in London, a similar transaction by the Lehigh Coal and Navigation Company, this corporation, owned by the Brown Brothers & Co., of Philadelphia, the American branch of the foreign house that took Wednesday's sale of \$500,000 collateral trust bonds, bearing interest at 4 1/2 per cent., and redeemable in ten years in gold. They are a valuable addition to the issue of \$1,500,000, the other half million being reserved for future needs. The bonds were sold at par and the information will, no doubt, in due time be offered to the public. Of the money thus raised \$500,000 will be used in liquidating the company's indebtedness. The remainder will be expended in improvement.

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The authorities of Cairo, O., are giving the Cincinnati, Hamilton & Dayton people some trouble because they allow their trains to run through that place at a higher speed than four miles an hour. Two of the C. H. & D. engineers have been arrested and fined, and warrants are out for others. General Superintendent Waldo has given the authorities notice that if they do not stop the trains, he will run through the town without stopping.

Following close upon the sale Wednesday by the Lehigh Coal Company of over \$500,000 bonds in London, a similar transaction by the Lehigh Coal and Navigation Company, this corporation, owned by the Brown Brothers & Co., of Philadelphia, the American branch of the foreign house that took Wednesday's sale of \$500,000 collateral trust bonds, bearing interest at 4 1/2 per cent., and redeemable in ten years in gold. They are a valuable addition to the issue of \$1,500,000, the other half million being reserved for future needs. The bonds were sold at par and the information will, no doubt, in due time be offered to the public. Of the money thus raised \$500,000 will be used in liquidating the company's indebtedness. The remainder will be expended in improvement.

The low rate of 3/4 per cent., at